

GOOD FOR RAILWAYS

HOW JOINT WEIGHING AND INSPECTION BUREAUS OPERATE.

Big Gains in Revenue Shown by Mr. Eckman's Report—The Reduction in Grain Rates.

J. B. Eckman, district inspector of the Joint Weighing and Inspection Bureaus in this section, has prepared a statement of the year's work to submit to Chief Inspector Paul Baker, which shows that from but few departments do the railways derive as good financial results. This statement shows that at Indianapolis 36,397 cars were weighed, with a gain in revenue to the roads of \$91,263.28; gain from revenue from weighing platform freights was \$15,510.10; from inspection and revision of classification, \$6,808.39, making a total gain of \$113,581.77 to the Indianapolis lines through the bureau's operation. At Terre Haute 16,377 cars were weighed with a gain in revenue to the roads of \$44,579.03; from weighing platform freights, \$4,536.59; from inspection and classification, \$6,808.39, making a total gain of \$55,924.01 to the Terre Haute lines through the bureau's operation. At Evansville 10,266 cars were weighed, with a gain in revenue to the roads of \$29,419.25; gain from weighing platform freights, \$3,964.72; from inspection and reclassification, \$2,452.35; gain from the Evansville roads, \$35,836.32, making a total gain of \$41,832.32 to the Evansville lines through the bureau's operation. At Vincennes, 10,266 cars were weighed, with a gain in revenue to the roads of \$29,419.25; gain from weighing platform freights, \$3,964.72; from inspection and reclassification, \$2,452.35; gain from the Evansville roads, \$35,836.32, making a total gain of \$41,832.32 to the Evansville lines through the bureau's operation. At Terre Haute 16,377 cars were weighed, with a gain in revenue to the roads of \$44,579.03; from weighing platform freights, \$4,536.59; from inspection and classification, \$6,808.39, making a total gain of \$55,924.01 to the Terre Haute lines through the bureau's operation. At Evansville 10,266 cars were weighed, with a gain in revenue to the roads of \$29,419.25; gain from weighing platform freights, \$3,964.72; from inspection and reclassification, \$2,452.35; gain from the Evansville roads, \$35,836.32, making a total gain of \$41,832.32 to the Evansville lines through the bureau's operation. At Vincennes, 10,266 cars were weighed, with a gain in revenue to the roads of \$29,419.25; gain from weighing platform freights, \$3,964.72; from inspection and reclassification, \$2,452.35; gain from the Evansville roads, \$35,836.32, making a total gain of \$41,832.32 to the Evansville lines through the bureau's operation.

Reduction in Grain Rates.

The result of the meeting in Cleveland on Monday was not a surprise, as matters had been drifting that way for some days in freight circles. Freight men were on the alert yesterday, announcing the proposed drop in east-bound rates on grain to a basis of 20 cents per 100 pounds. It is feared that the reduction will not stop at that figure, as when the strong lines make that the basing rate, the weak lines will likely drop below the strong line rate. There is reason to think that the strong lines, the last few days, have not been adhering as closely to rates east-bound as they have been to rates west-bound. The demoralization was not confined to rates on grain. Most of the freight men express the opinion that the reduction on grain rates will reach other commodities. The reduction in rates on grain is likely to result in a general reduction in the rates on other commodities. In one of the telegrams sent from Cleveland by a freight official to his representative at this point, it is stated that rates on all other freights must be strictly held to the present tariff, the grain rate only being reduced on Jan. 1.

Both Sides Waiting.

The row between the Western Truck Line committee and the Union Pacific has developed nothing new. Both sides are waiting for something to be done by somebody else. The Union Pacific has received decided encouragement by the notice sent out by the Union Pacific and the Western Truck Line to their Eastern connections, insisting that rate sheets show that the Union Pacific be granted the Puget Sound business. The other Western lines still refuse to allow it anything of the kind, and declare that they will make no compromise with the Union Pacific. If they say, the Union Pacific would agree to give them an equivalent for what it claims from them, an argument could be easily made. However, the Union Pacific will concede nothing in that direction, and there the matter is likely to rest until the spring of 1895, when the elevation of the transcontinental rates.

WHY?

QUESTIONS WOMEN ASK

Here Answered with Good Sound Reason.

[SPECIAL TO OUR LADIES.]

Why do people say that Lydia E. Pinkham's treatment, especially her Vegetable Compound, effects cures beyond the physician's skill?

Because of the fact that a woman must be understood as a woman's illness. What man ever suffered a single ailment that a woman has? Men work from theory only. Why do tens of thousands of women write to Mrs. Pinkham at Lynn, Mass., telling their most secret thoughts?

Because they know that their letters go straight to the hands of a woman, an opened, read, and answered by a woman, who as a woman has made woman's life a life story, and because she never fails them, and cures cases which the doctor cannot.

The lady who asks that the following letter be published, gives concisely the uniform expression of gratitude contained in thousands of other letters in Mrs. Pinkham's possession.

"For eight years I suffered with neuralgia of the womb, backache, severe pains all through my body, and kidney trouble.

None of the doctors did me any good. I took twelve bottles of your Vegetable Compound, and cannot thank you enough for the relief I found.

I am now well cured of all those pains. I should advise every woman to take Lydia E. Pinkham's Vegetable Compound who has any female trouble. I had a friend who was to go to a physician, and I advised her first to try the Compound. She did, and is now so much better and stronger she has given up all thoughts of the operation."—Mrs. M. W. D., 2437 Park St., Toledo, Pa.

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New complications are bound to rise after this union of the two sides or before, a more conciliatory spirit than at present.

Personal, Local and General Notes.

Passenger conductor Holmes, of the Monon, is confined at home by an attack of grip.

W. I. Laird, general traveling freight agent of the Chicago Great Western, is in the city on official business.

E. C. Gibbs, master mechanic of the Oregon Railway and Navigation Company, will retire from that position on Feb. 1.

W. E. Foskett has been appointed manager of the Chicago Refrigerator car line, headquarters at Chicago, vice C. L. Ewing, resigned.

In the early spring the building of a road four miles in length, from Covington, Ind., to the mineral springs in Fulton county, will be commenced.

George Rockwell, Vandallia district passenger agent at this point, accompanied the parties injured in the wreck of Train 20, east, yesterday. He will go through to New York.

The fast vestibule train from Cincinnati to Chicago, over the Cincinnati, Hamilton and Dayton and the Cleveland, Columbus and Cincinnati lines, arrived at Cincinnati at 11:30 a. m. yesterday, after a run of five hours, yesterday, by a freight wreck.

A. C. Creighton, superintendent of car service of the St. Louis, Chicago & St. Paul, is in the city. This road is doing a good deal of business at this time.

The Chicago, Burlington & Quincy road issued a statement yesterday that the net revenue of the Burlington system for the year ending Dec. 31, 1894, was \$2,800,570, a decrease of \$1,150,000 from the year 1893.

Train 7, on the Panhandle, left Friday, hauled from Newark to Columbus, thirty-three miles, in thirty-nine minutes, making a record for that line.

The management of the Northern Pacific road has forbidden employees of the company to engage in any other business, and has ordered that the salaries not being sufficient to support them.

The increased tonnage of coal from the Indiana and Illinois coal fields is increasing the business of the roads interested in this branch of the coal trade.

Ohio no longer has an advantage in rates for Chicago and other northern points.

The increased tonnage, east-bound, out of Chicago, last week, is said to be due to cut rates. It seems singular, if this be true, that the Pittsburgh, Fort Wayne & Chicago carried more tonnage of either of what are called the weak lines, carrying 10,888 tons, than the strong lines.

The Big Four is credited with having the handsomest passenger train now running into Chicago, that the company has given a new passenger equipment built at the Barre, Vt. Smith car works. The day train leaves Chicago at 10:30 a. m.

President Callaway, of the Nickel Plate road, has been in the city on official business.

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WON BY CATHOLICS

DECISION IN THE FAMOUS MANITOBA SCHOOL CASE.

British Lords of Appeal Decide That It May Be Reopened—Long and Costly Litigation.

LONDON, Jan. 29.—In the presence of Baron Watson, Lord of Appeal in Ordinary, Lord MacNaughten, Lord of Appeal in Ordinary, Lord Shand, member of the judiciary committee of the Privy Council, the House of Lords, in a decision handed down today, delivered judgment allowing the appeal from the decision of the Supreme Court of Canada, in the case of Brophy and others against the Attorney-general of Manitoba, rendered on Feb. 20, 1894, and known as the "Manitoba school case." No costs were allowed. Mr. Edward Blake, M. P., leader of the Liberal party from 1890 to 1891, formerly Premier of Ottawa, and Mr. Ewart, of the Canadian bar, were counsel for the appellants. Mr. Cozens Hardie, Q. C., Mr. Haldane, Q. C., and Mr. Bray appeared for the respondent.

In their Lordships' opinion it is the twenty-second section of the Manitoba act which has to be construed in the present case, though it is, of course, legitimate to consider the terms of the enactment, and take advantage of any assistance they afford in the construction of the enactments with which they so closely correspond and which have been substituted for them. Before entering into a critical examination of this important section of the Manitoba act it will be convenient to state the circumstances under which the act was passed and also its exact scope. It is the decision of this board, in the case of Barrett vs. the City of Winnipeg, which seems to have given rise to some misapprehension. In 1867 the union of the provinces of Canada, Nova Scotia and New Brunswick took place. Among the obstacles which had to be overcome in order to bring about that union, perhaps, the most important was the difference of opinion which existed as to the question of education. It had been the subject of much controversy in Upper and Lower Canada. In Upper Canada the Roman Catholic and non-Roman Catholic inhabitants of the province. The second section of Section 35 of the British North America act, which was the basis of the Manitoba act, provided that the Roman Catholic and non-Roman Catholic inhabitants of the province. The second section of Section 35 of the British North America act, which was the basis of the Manitoba act, provided that the Roman Catholic and non-Roman Catholic inhabitants of the province. The second section of Section 35 of the British North America act, which was the basis of the Manitoba act, provided that the Roman Catholic and non-Roman Catholic inhabitants of the province.

The provincial government replied to this contention that the Catholic minority possessed no rights to separate schools prior to 1871, when the first provincial legislature passed an act in relation to the subject. It became one of fact: Did or did not the Roman Catholic minority legal possess separate schools prior to 1871? The courts of Manitoba upheld the provincial government. The province's contention was reversed by the judgment of the British North America act, which was the basis of the Manitoba act, provided that the Roman Catholic and non-Roman Catholic inhabitants of the province. The second section of Section 35 of the British North America act, which was the basis of the Manitoba act, provided that the Roman Catholic and non-Roman Catholic inhabitants of the province. The second section of Section 35 of the British North America act, which was the basis of the Manitoba act, provided that the Roman Catholic and non-Roman Catholic inhabitants of the province.

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